

CHRISTMAS SPIRIT FADES AT ICELAND

SUNDAY the most serious incident so far in the present dispute with Iceland marked the end of a lull in gunboat activities over the Christmas break. A collision between the British frigate *Andromeda* and Iceland's *Aegir* was the first time that two armed ships had clashed. No one was hurt in the collision which occurred as the frigate manoeuvred to prevent *Aegir* from getting at a group of British trawlers which had just hauled their nets.

The incident has provoked *Andromeda* to prevent two although *Aegir* was still in Icelandic Ambassador in more possible chopping in shadowing the trawlers. According to the Foreign Office, on December 22, at miles off the north-east coast, Iceland over what was claimed a "deliberate ramming attempt".

In Whitehall the Ministry of Defence said that, in view of the fact that *Andromeda* is struck amidships, the Icelandic accusation was "absolutely laughable."

The gunboat was reported to have suffered only slight damage, including 12 bent

bars and a hole above the waterline. *Andromeda* lost 60

of guard rail and a support for a rocket launcher. At one

stage the two ships were

reported to be steaming only 50 feet apart at 18 knots.

Christmas week off Iceland was the most uneventful since the dispute began in November. Early rumours

that gunboats would lay off

British trawlers completely

for Christmas were never

fully confirmed.

The crews of the protection

vessels, HMS *Andromeda*,

HMS *Lowestoft*, and the tugs

Thorman and *Lloyd'sman*,

which returned on December

19, were never able to drop

their guards as the Icelanders

kept them guessing.

Only a timely warning by

champions!

Lowestoft's champion skippers for the year, John Kettoringham (left) and John Bedford (right), shared the command of the port's top ship, *St. Thomas*, with them is Aubrey Moore, general manager of Wm. Claridge Traders, dealers of the sidewinder's earnings are given on page seven.

SKIPPERS and crews of distant water trawlers, back home for a Christmas break, are unanimous in their praise of Naval protection off Iceland.

Spokesmen for BUT, Consolidated Fisheries and Boston Deep Sea Fisheries all said they were very pleased with the present level of Naval support.

A deepwater skipper told

Fishing News: "It's an eye-opener to see them in action. If anyone thinks Britain's done as a naval power, they'd

change their tune after a couple of hours down there.

"They're working bloody miracles to keep us fishing and getting better at it every day. The only problem is the grounds.

"Most of us want to get round to the north-west side just now as we don't want to overfish the eastern grounds

turn to page four

inside the hundred fathom line. I'm afraid if we don't move soon catches will definitely suffer."

With the onset of the bitter Icelandic winter this move, under Naval protection, seems remote. The north-westerly grounds are exposed and produce some of the worst weather off Iceland during the winter.

The heavy ice flows there would be an additional hindrance to the protection vessels and could greatly increase the risks of a serious incident.

In the immediate pre-Christmas period, Iceland made it crystal clear she had

turn to page four



Junella off on maiden next week

Marr's new freezer *Junella* is now at Hull preparing for her first trip which is due to start next week. The 210-footer from the Cleland's Shipyard at Wellsend is being commanded by long-serving Marr skipper, Alf Engle, who has recently been relief skipper on *Cardinal* (seen berthed ahead of *Junella*).

Navv works 'miracles'

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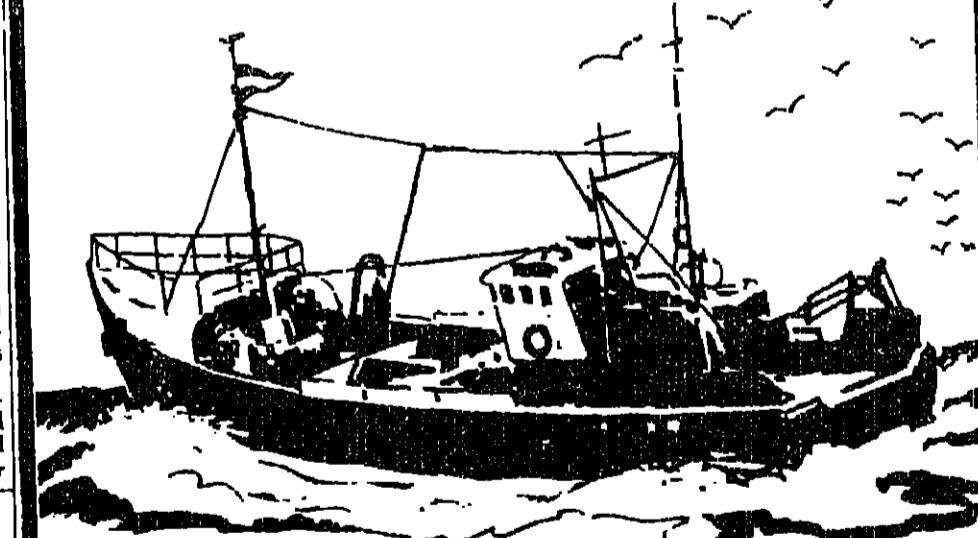
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Go-ahead for Scots fish farm

ANOTHER fish farm is to be established in the Scottish Highlands — at Inverdrui, Aviemore.

Man behind the venture is Ian Ross of Lake Fisheries, Peat, who has already set-up farms in the Isle of Man and at Inveraray.

For his latest project he has secured a 19-acre site lying to the north-east of the rivers Druie and Spey, which he hopes will also be a tourist attraction. It is hoped the farm will be open for the tourist season this year and visitors will be able to fish in the four-acre lake, or buy fish from the farm.

At Inveraray Castle, Castle

..farming talks

THE farming of North Pacific coho salmon on the French west coast will be the subject of one of the talks to be given at a one-day meeting on fish farming this month.

The meeting is to be held

in BRIEF

FOLLOWING British United Trawler's decision to transfer its Granton activities to Aberdeen, Mr. W. G. Carnie, Granton manager, has taken up an appointment with Sea Dog Life Saving Appliances (Scotland) Ltd. The firm specialises in marine safety equipment.

WILLIAM McKay of Sandend, skipper of the Buckie boat *Copious*, has received the Paterson Trophy for the boat with the highest annual gross earnings at the Buckie office of fishsmen, John Brown and Son. The presentation was made by Mr. Y. Harche of the first results of coho salmon farming in France.

Further information about the meeting can be obtained from: Dr. F. Landless, SMBA, PO Box 3, Oban, Argyll.

£1.08 TO LAND ONE BOX!

SKIPPER Jim Leadley of the trawler *Success* claims it will cost £1.08 to land an eight-stone box of cod at Whitby under proposed new harbour charges. Ten years ago the cost was just 7p.

He says the present charge is 84p and the new rate would mean an increase of 1,400 per cent in ten years.

Skipper Leadley has pointed out to Whitby ratepayers what he terms anomalies in the port's new harbour charges. There are two distinct wharfage charges. For commercial shipping the cost is based on tonnage; for fish it is on the value landed.

He says he cannot quote comparable figures for commercial shipping, but knows the commercial wharf would be empty if the figures were even remotely comparable.

Proposed new charges are 20p per ton, passed on to the public eventually, but fishermen have no way of

FIGHT TO STOP EEC INSHORE CUT-BACK

Fewer trawlers to fish herring

BRITISH fishing prospects would be seriously endangered" by an EEC plan to reduce the size of the European fleet.

Although aid to modernise the fleet would be available, this is "chicken feed" when it comes to helping the industry in a positive way, said Mr. E.

Hamley, chief executive of the Fisheries Organization Society, on his return from talks in Brussels with EEC officials.

The society has now asked the British Government to firmly resist these plans, which mean that at least 14 per cent of the fleet could disappear.

"They want to cut the industry by 14 per cent and are

helping it to the tune of seven per cent", said Mr. Hamley.

The society is also protesting about the Community's plan to raise minimum fish prices by only 11.7 per cent. With the industry suffering from inflation this is nowhere near sufficient, pointed out Mr. Hamley.

The society has also followed

the distant water in asking the Mid-Sea

Port to consider

the Scottish west

which ended in Decem

ber herring grounds

expected to be con

siderably reduced this

year. Although purse seiners

more than the cut-off

year found no diff

erence in their

other cost increases

of herring, pair

concern as their

trawlers had a much

potentially disastrous

time and many

The survival of all

stay in the

inshore food fish

industry in Britain/both

to sprattling.

heavily, it says, on

This week the Scottish

ministry of

regulating industry was

on a number of

visiting to decide on how

cladding, not only quotas for the 1976

but also quota measure should be manag

limits and EEC str

The 86,000 ton quota

it year was achieved by

a fishermen imposing

themselves — through

describing the figures as

"meaningless," a spokesman

for owners Richard Irvin and

Sons said: "It has been a dis

astrous year. She has hardly

been able to clear her

operating costs, which includ

the Government subsidy."

The trawler is commanded by

Skipper Terry Nelson and

spent 263 days at sea, fishing

mainly at Iceland, and her

total catch was 23,632 cwt.

for temporary repairs.

The ship, with a crew of 30,

went into St. John's unaided

and brought back to Hull a

frozen catch of about 300

tonnes, caught in a 68 day trip

to the Newfoundland and

Labrador grounds.

While at Hull, the freezer is

to be dry docked for inspec

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with a stereo mu

AVVY shoals of sprats

This was handed to the

Skipper George Ale

Fraseridge top were damaged during

the

registered *Replex* a Force 9 to 10 storm 300

hauled by sea off the north east coast

fishers on Newfoundland. This forced

the nearest rival to *Ben*

Lui is the stern trawler *Grumman Monarch*, which has

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1975—A disaster for fishing LOOKING BACK IN ANGER...

THERE CAN have been little enthusiasm in the British fishing industry for ringing-out the old year and ringing-in the new. With 1975 proving the most tormented year the industry has ever had to live through, the prospects for 1976 look even grimmer.

Locked in battle with Iceland, the burden of another 30 per cent increase in fuel prices and no indication from the Government that it will resume direct financial aid, it seems that things can only get worse.

From the following painful reminders of the year gone by, fisherman can only look back in anger as they see the same problems looming up in front of them in 1976.

JANUARY: The unlikely sight of Scottish herring fishermen in London was an early sign of the frustration being felt by inshoremen at the plundering of their traditional grounds by foreign fleets. At Westminster, MPs were told that the Russians, Faroes and Icelandic fleets were just 'slaughtering everything', especially off Shetland. Fears were also expressed that other nations were not adhering to herring quotas. Herring stocks in the Minch were the one 'golden egg' left to British fishermen, MPs were told. But what was the use of conservation inside the Minch if the foreign boats just wait and scoop it up outside? With their departure back to Scotland in a specially chartered jet, the herring men left behind them an ultimatum to the Government: impose a 50-mile limit or take

Clashes

from page one

favour of a move which the Navy organised.

Two seamen from a support ship had a lucky escape on Christmas Day when a dinghy overturned as they crossed from one vessel to another. Both men, wearing survival suits, were rescued and put aboard the support ship *Hawke* to recover.

A Boxing Day casualty was the Grimsby trawler *Ross*.

Miracles'

from page one

no intentions of letting up on the harassment of the British fleets and, with the super-tug *Lloyd's man* temporarily withdrawn, the Icelanders began concerted efforts sending in two or three gunboats simultaneously from different directions.

The Grimsby trawler *Crown Prince* was a casualty on December 18, 14 miles

and 2575 for frozen haddock fillets, was described as 'codswallop' by the president of the British Trawlers' Federation, Mr. W. Suddaby. These prices were already below those given voluntarily by Norway, pointed out Mr. Suddaby. Discharging at Hull was the largest-ever British catch of blue whiting. With 400-tonne on board from her exploratory trip to the west coast of Britain, the freezer stern trawler *Arctic Privateer* had gone some way to proving that here this might be an alternative source of fish for the hard-pressed deepsea fleet. Underlining the plight of the deepsea fleet were the half-year results of Associated Fisheries, Britain's biggest trawler owning group. Profits nose-dived from over £24m. to a loss of over £14m.

JUNE: North Sea herring stocks would be finished in two or three years if foreign fleets were not curbed. This was the warning being put out by the chairman of the Herring Industry Board, Dr. W. J. Lyon Dean, who called for an immediate extension of fishing limits to 200 miles, with an exclusive 50-mile zone for British fishermen. For Britain's biggest trawler, *Arctic Galliard*, there was the ignominy of a coming back with a national catch record and losing £34,000 on the deal.

SEPTEMBER: Figures issued for the first seven months of the year reflected an alarming situation in Scotland. Earnings were £74m. down and landings had fallen by 751,392 cwt. The herring men were hardest hit with a £24m. drop. In what was termed a 'symbolic action', 30 Scottish boats took part in raid on the closed grounds off the Yorkshire coast. This cost them fines totalling over £6,500, but the Scots felt this was justified to bring attention to the fact that there was nowhere else to fish. After the first talks between Britain and Iceland ended in deadlock, it became clear that Iceland was intent on keeping all foreign boats outside 50-miles. With their North-East Atlantic cod quotas exhausted, four Hull freezer trawlers were laid-up.

MAY: Hopes of stopping the flood of fish imports from non-EEC countries following a meeting of the Council of Ministers in Brussels were soon dashed. An agreed minimum entry price of £550 a ton for frozen cod fillets, was set up. Humber-side owners were still resigned to laying up vessels, although they accepted that the subsidy would slow down the decline of the fleet. Average daily earnings of a Humber trawler now at £900 and

JULY: Subsidy had run out and no Government promises were forthcoming that it would be resumed. With a debate on the problems of the fishing industry occupying

OCTOBER: Desperate Scottish herring fishermen were

Rodney. Her main engines failed and, despite the efforts of Naval engineers from *Andromeda*, she had to be towed to a fjord. Later *Tyr* was joined by *Thor*, but with so few vessels fishing they seemed content to just let their presence be felt.

On December 27, because of gales at sea, the Grimsby trawler *Valesus* was granted permission by the Icelandic authorities to rendezvous with the support vessel *Hausa* up to a mile off the east coast, near Saydisfjordur, to transfer two sick fishermen.

arrived off Iceland to fish through Christmas and the New Year, to provide supplies for early January, the British frigates were again in action. *Leander* was in the thick of it, repelling *Tyr* as she made an unsuccessful attempt to cut the warp on the Fleetwood trawler *Marett*.

Over the weekend before Christmas, in high winds and heavy seas, the menacing trio of gunboats, *Aegir*, *Odin* and *Tyr*, constantly shadowed the growing numbers of trawlers.

As more and more trawlers

ed patrols nearby, closely shadowed by *Lowestoft*. As the weather worsened she retired to a fjord. Later *Tyr* was joined by *Thor*, but with so few vessels fishing they seemed content to just let their presence be felt.

He takes a legal but very fine line with the Icelandic boats. I reckon he should give the freedom of Fleetwood.

"We didn't lose even an hour's fishing from harassment because of the way the frigates are operating."

The 129ft. *Norina* will join at the port by the new similar vessels.

There were more Fleetwood distant-water trawlers for Christmas than for many years. Little difficulty was found in raising crews, the result that one of port's vessels was at sea over the holiday seven in the Iceland area.

For one section of the industry the long haul closure posed problems. Inshore vessels faced a closed market until January.

Catches can be held in

three hours of House of Commons time, nobody was left in any doubt that withdrawal of subsidy would leave the fishing industry in a desperate position. Although Minister, Fred Pearn, had said that Britain was aiming to negotiate a new agreement with Iceland, it was becoming clear that time was running out. Iceland had announced that October 15 was the date she would be claiming 200 miles and the signs were that British vessels would only be given a short phase out period. Another blow for trawler owners on Humber-side and Fleetwood was a new pay deal for crewmen, which it was estimated would add £1m a year to operating costs.

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NOVEMBER: With minute negotiations in *Reykjavik* breaking down, deepsea fleet was in the of another dispute in Iceland following savage attacks by gunboats. A the pull out by British ship resulted in the Navy's sent in.

This action quickly led off a reaction in Iceland, who said that would not take part in talks while British war remained in her waters. Analling insult to injury was given by the Department of Trade were going to cost them and unleashed a massive, but unavailing, protest. A well known name at Grimsby bit the dust when Peter Sleight trawlers sold its last three trawlers to a Lowestoft firm. For Britain's biggest trawler, *Arctic Galliard*, there was the ignominy of a coming back with a national catch record and losing £34,000 on the deal.

DECEMBER: Warp tings and clashes between frigates and gunboats became everyday news as an attempt to cut back the size of the European fleet, an EEC plan was put forward to pension fishermen and give them for scrapping their boats. With the shock announcement of a 30 per cent rise in fuel oil prices, it was left old stager on Humber-side round off the year of brighter note. *Hul sidewinder*, *Somer Maughan*, turned in the of the year with a White catch which made £64,000.

TESTS show less mercury in fish

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Sweeping changes in plan for Irish fishing

THE COMMON Market's Fishermen Policy has been declared a major drawback to future fisheries development in Ireland by the country's major fishing organisations, which have also called for an exclusive economic zone of 50 miles.

These views are made clear in an *Overall Fisheries Development Plan* for the Irish Republic, submitted to the Government and which is now being considered by the Cabinet. It was formulated by the Irish Fishermen's Organisation, the Irish Federation of Marine Industries and the Dublin Retail Fish Merchants Association, with help from the Irish Fish Processors and Exporters Association.

A Ministry of Fisheries is needed with its own full Minister. Up to now, says the plan, the lack of a detailed scheme for fisheries development has led to extreme fluctuations in the industry in Ireland, with bottlenecks resulting in the chain between producer and consumer.

Because it had to cope with

such a situation, investors legal system" which helps rather than deters poaching in Irish waters. These waters were becoming the target of a greater number of fishing vessels displaced from elsewhere by extended limits.

And the plan says that the Irish Naval Service, though doing its best, is under-equipped to control the situation.

Improved harbour development is suggested, with this being brought under the new Ministry of Fisheries, which would also set up a second national fishery college, improve educational facilities for fishermen and provide a new structure for the purchase by fishermen of their own boats.

Also criticised in the plan is what the organisations describe as "Ireland's archaic

WALKING round one of the major fishing ports in Britain recently it was interesting to study the way in which fishing boats are maintained.

In general they do not present a pretty picture, with rust being the predominating colour. Whilst one can accept it is not easy to keep fishing boats looking pretty because of the hard life they lead, there is a strong requirement to improve the standards of maintenance.

By maintenance I do not mean applying paint to cover over the rust, but the regular oiling and greasing of the moving parts required to keep them working.

I find it quite frightening to look at some of the lifting and hauling gear on fishing boats

— gear which has to withstand the heavy strain of hauling in trawls or nets — and see how much is worn. Blocks have loose sheaves, derrick gooseneck pins are worn and even shackles are worn half-through because of the constant movement.

Grease

When a boat is new, most of the important moving parts are fitted with grease nipples so that they can be adequately lubricated. In time these nipples either get blocked through not being used, or they get knocked off because the gear has been mishandled. I see very few fishing boats where an attempt is made to give these items any

Regular greasing of this freeing port would have kept it in working order. Now it is seized solid and will trap water on deck.

safety at sea

sort of routine maintenance. The usual approach seems to be to let things go until something breaks, or until the vessel is laid-up for overhaul. Yet, regular maintenance could save an owner a great deal of expense in replacement gear and, with the way prices are continually increasing, this can be an important consideration.

Injuries

More important are the consequences of a piece of gear failing under a heavy load. One is continually reading in *Fishing News* of injured fishermen being landed, but there is rarely much indication of how the accident occurred. A considerable number must be from gear failures, and the consequences of the accident to the person involved, apart from the loss of fishing time, must make the allocation of time for maintenance worthwhile.

Fishing boat engines and winches are rarely neglected in this way, so why not maintain the rest of the gear?

Maintenance, if it is to be of value, must be done according to a plan — rather in the way a car should be serviced. Make a list of all the greasing and oiling points and then,

Refuelling

It only requires one man for about two hours a week. Most boats can find this time when waiting for weather to improve, or when refuelling.

Maintenance is also required on safety equipment

such as lifeboats, fire extinguishers, lifebuoys and lifejackets. With lifebuoys and lifeboats there is not much to do except clean them occasionally and check the ropes and securing fittings. Lifebuoys, particularly, are stowed in exposed positions and will deteriorate.

Some of the modern types which use synthetic materials are better, but there is not much point in carrying these items unless they are going to work.

Lifejackets invariably end up by being used as pillows for which they are admirably

Lack of any sort of maintenance has made this lifebuoy useless.

This is an obvious danger to crewmen.

EDLEI, a new 66ft. and seiner for Grimstons, skipper-owner Le Gravessen, arrived at Humber port just before Christmas.

Built at Buckie by H and Mackenzie, she is powered by a Gardner 8L main engine developing 1,100 rpm at 230 bhp and has Lister HR2MA air-cooled auxiliary.

The text, obtained via tape-recorder, is provided by a Mains lobster fisherman who operates a 35ft. wooden boat all the year round, mostly single-handed. In addition to lobstering, he trawls for fish and shrimp when in season.

The skipper's definition of "trash" fish is curious by British standards. Skate com-

monly

skipper

January 2, 1976

Putting some steel into Newington's new fleet



THE delivery of the 75 ft. steel seiner-trawler *Burton Pidsea* to her home port of North Shields marks a further step forward in the build-up of Newington Trawlers' inshore fleet.

Rigged for fly-dragging seine netting, plus bottom and pelagic trawling, she is the first of two sister-ships being built at the Richard Dunston yard.

The second vessel, named *Burton Agnes*, will be completed early this year.

With an overall length of 75 ft. and length between perpendiculars of 67 ft., *Burton Pidsea* has a moulded beam of 21 ft. and a moulded depth of just over 11 ft.

Built throughout of all-welded, Lloyds-tested, mild steel, she is not classified at Lloyds but is built to its standards for this class of boat. She also satisfies the requirements of IMCO, the White Fish Authority and is built to the DoT Class X.

BURTON PIDSEA

Of round bilge form, *Burton Pidsea* has a raked soft nose stem and raked transom. Below deck she is sub-divided from forward into a forepeak with chain locker, fuel oil bunkers, fishroom and engineroom. There are also fuel tanks below the fishroom and in the engineroom which, together with those aft of the forepeak, give a total capacity of 16 tonnes.

About 4½ tonnes of fresh water are carried in tanks at the stern. Propulsion is provided by a Caterpillar D379 TA Series B turbobcharged and after-cooled diesel engine which develops 565 bhp at 1,225 rpm. This unit drives the three-blade 1,700 mm. variable pitch propeller through a PB 3.7:1 reduction gearbox. A fixed nozzle, designed and produced by the propeller makers, is also fitted.

Also driven from the main engine are a 20kW 110 V.d.c. Transmator generator, a Gilbert Gilkes and Gordon 300/875 Series M bilge and general service pump, and the hydraulic power pack for the gear handling machinery.

Another 20kW 110 V Transmator generator, a GILSON 300/875 pump and a standby hydraulic pump for the deck machinery, are driven from the Lister HRW4MA auxiliary engine which develops 60 bhp at 1,800 rpm. The deadfront type switchboard was manufactured by Broady and Sons.

Deck layout of *Burton Pidsea* is similar to that of the other vessels in the Newington inshore fleet, with the superstructure forward and the fishing deck aft.

Spur geared hydraulic split trawl winches of Smallwood manufacture are fitted at the fore end of the fishing deck. Each winch is designed to hold 550 fathoms of 20 mm. circumference warp and is fitted with Lebus spooling. Clutches and brakes are arranged for local and remote control, and each winch is fitted with a Staffa-type 2B80 hydraulic motor. Controls for speed and reversing are positioned locally and in the wheelhouse.

The seine net capstan is mounted on the centre line further aft, and each of its two barrels is fitted with its own hydraulic motor and spur gear. A split Beccles oiler lies

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Newington's two North Shields-based steel boats are *Burton Pidsea* (left) and *Bishop Burton* (above). *Burton Agnes* will complete the steel boat line-up.

forward of the seine net capstan and feeds ropes down into storage bins in the after end of the fishroom. Local and remote speed control is provided for the seine capstan.

A DEV Engineering power block on a single jib is fitted aft of the port leg of the stern gantry. As on the other vessels, arrangements are made to drive port and starboard parts of the seine capstan, and the trawl winches, independently.

The trawl winches of the two displ. 25 variable dols. are driven from the main engine via a Twin Disc SF 1 gearbox of 1.8:1 ratio. They have variable oil flow (maximum 1.8 l/min) controlled from the stern gantry and have a pressure of 1.8 bar.

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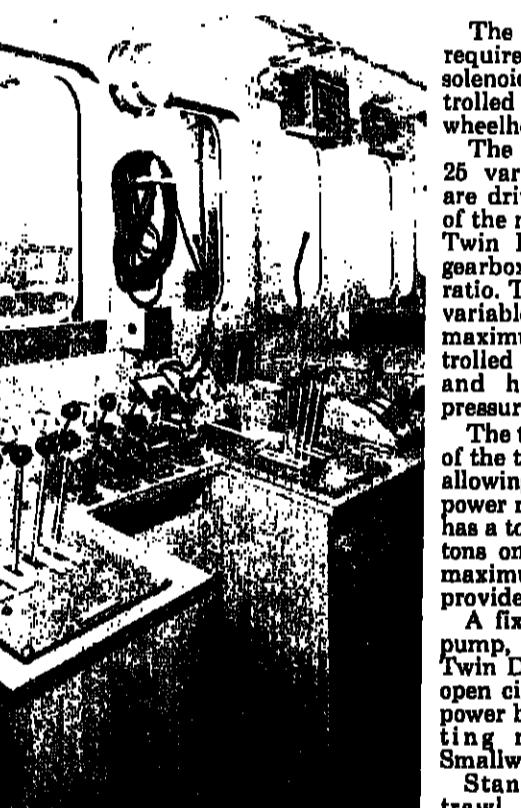
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...AN INSHORE OPERATION FROM SCRATCH

WHEN the Hull deep sea firm Newington Trawlers decided to move into North Sea fishing it was decided that North Shields would be the most suitable port to base a fleet of vessels in the 70 to 80ft. range. The harbour could be entered at all states of the tide and there was good access to some of the best North Sea fishing grounds.

The firm opened an office in North Shields about 20 months ago and took delivery of their first inshore vessel in the summer of 1974.

Assistant manager of the Shields office, Mr. John Harrison, told *Fishing News* that Newington had not at the

time been aware that plans were in the pipeline to build a new fish dock at Shields, so that had no way influenced their decision to move into the port. Although plans for the new dock have now been shelved, the company feels that prospects are still very good for the larger class of inshore vessel at Shields.

When complete, Newington's inshore fleet at Shields will consist of eight vessels.

Designed by the owners, they are of stern fishing layout and capable of fly-dragging, seining and single and two boat trawling. The first vessel, the 75ft. wooden hulled *Cherry Burton*, was built by Eymouth Boat-building Company. She has

proved herself to be a good, seaworthy boat and is now fishing very well.

Initial teething troubles with the gearbox which drove the hydraulic power pack for the winches have now been corrected and Newington is satisfied with the performance and general design of *Cherry Burton*.

She has spent much of the time seine netting but last winter fished for sprats with a pelagic trawl.

Cherry Burton is the first of five similar vessels being built by the Eymouth yard.

The second, named *Burton Constable*, was recently completed and the remaining three will be delivered during this year and 1977.

Three steel vessels were ordered from English yards.

The first of these is the 85ft. *Bishop Burton*, recently completed by the Drypool yard at Beverley, while the other two, the 70ft. *Burton Pidsea* and *Burton Agnes*, have been built by the Richard Dunstan shipyard. *Burton Agnes* is due for delivery shortly.

There are no plans for further building at present, but Newington is prepared to act as selling agent at Shields for other vessels if the demand arises.

The firm has moved into offices formerly occupied by Purdy Trawlers Ltd. and is building up staff as the work load increases. Mr. Albert Tong, a native of Hull, has moved to Shields to manage the new office while assistant manager Mr. John Harrison also came from Hull. A local man, Mr. T. Warmington, is the firm's fish salesman.

Pidsea

Continued from page 9

galley, while hot water is provided by a Perkins oil-fired boiler fitted in the engine room.

The wheelhouse, which has Declawat windows, is fitted with a range of fish finding aids including Kelvin Hughes MS44 echo sounder with BL1

expansion equipment and Furuno sonar.

Other equipment includes Sailor main and vhf telephones, Dunstain receiver, Tenfjord H hydraulic steering gear, Decca 460 autopilot, MT Navigator, Track Plotter RM 914 radar.

Jotun Henry Clark produced the paint systems for boat.

Business soared and smoked fish now accounts for a third of the firm's annual sales turnover. Their kippers are eagerly sought after by the catering trade, tourists who visit their shop in Mallaig and those who have discovered the "kippers by post" service which in itself turns over thousands of pounds in a year.

George Lewrie said the development, costing £17,000, would enable them to treble production of smoked fish and include other lines such as hot-smoked mackerel, smoked salmon and white fish.

"It will also give us the pleasure to help."

IRELAND CALL FOR HERRING CONTROL

A CALL to the Government that the Celtic Sea herring be entrusted to Ireland for one year as a conservation measure, has been made by the Irish Fishermen's Organisation.

It said that it is highly alarmed at the present position regarding the herring stocks and that quotas provide no protection against overfishing.

"The only effective method by which fish stocks can be conserved is through the adoption by each maritime nation of an exclusive fishery limit of at least 50 miles.

"This is the only method which will allow the industry to develop to its full potential," said the Organisation in a statement.

Unidentified old GK boat

LETTERS

have been four oarsmen.

The model is clinker-built and extremely well done.

The rear mast position is a tube, while the front one, if it is a mast, seems to have a bottom plate with four stepping points in a row, so it looks to me that this "mast" could be stepped leaning further forward or backwards.

I only suppose all this, but I really do not know.

I wish to restore the rigging, but I have only one mast, so I have no idea what the sail looked like.

From what I can see, there should be two masts and, as there are two row locks on each side and not opposite each other, I think there may

A model of the mystery boat

WHITBY PUSH FOR HIGHER DUES

WHITBY Harbour Committee has recommended a 28 per cent increase in dues on fish landings.

The new rate was accepted by the committee after the exclusion of Press and public and now goes before the Borough Council Policy and Resources Committee.

The recommendation is to increase dues on all kinds of fish, including shellfish and herring, and whether sold by auction or not, from 3.6p in the £ to 4.6p in the £, from April 1.

THE VALUE of white fish

landings at Peterhead for November was £897,986 which represented an increase of £327,776 compared with last year. Higher prices boosted the total and dues on white fish for the month amounted to £17,959, compared with £11,403 in November 1974.

fishing news international

The leading international fishing magazine

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Xmas roker rush at Milford

MILFORD HAVEN had some of its biggest roker landings of the year in the week before the Christmas holiday. This resulted in more big grossings, although trade slackened off towards the end of the week.

One ship to finish her year's work with a flourish was *Pictor Sealion* (Skipper Trevor Salter) which returned from the Irish Sea grounds with 150 kts which sold for £6,889—the week's top grossing.

But there was also hard luck story. This came when

There was also a successful

year's climax for Rosewear.

Skipper Alex Simpson has

made this vessel one of the

port's most consistent

trawlers in the past 12 months

and her last trip of the old

year maintained this con-

sistency. Rosewear also worked the Irish Sea grounds in

catching 187 kts, which sold for £5,489.

But there was also hard

luck story. This came when

the Swansea-owned *Brenda Wilson* (Skipper Ross Evans) landed a 221-kt catch, including more than 100 of roker, only to meet a wanng market which brought the vessel a disappointing £4,801.

The week also saw two landings by the Cardigan vessel *Kreisler*. She put ashore 81 kts for £2,261 and followed this up with a smaller catch later in the week.

It has been a good 12 months for the port from the earnings point of view, but overshadowing this has been the steep rise in costs and also the laying up of vessels because of the cost of the new DoT safety rules.

This has already accounted for at least three trawlers and there is the possibility of other vessels being hit.

HULL'S first post Christmas wet fish landing was made on Monday when BUT's *Ross Nest* (Sk. M. Clark) made 229,599 for 1,724 kts after a 22-day trip to the Icelandic coast. Commenting on the vessel's grossing, a spokesman for the owners said: "It just broke even".

The system is now in op-

eration on six Norwegian longliners and had been received:

'HARRY TATE'S' ON THE WAY

LETTERS

SIR, I would like to thank *Fishing News* for putting us in touch with so many men who served in the Patrol Service.

We are now getting underway and membership is growing for our RNPS association that we formed in November.

The committee has now set the rules, and we find we had to alter subscription from 80p to £1 and 60p to OAPS.

Our aim is to unite, once again, all men who served in the Patrol Service. Our reunion will be held at Lowestoft's Sparrows Nest. We have yet to fix the date for this as we are awaiting the results of talks with officials and interested persons. As soon as we know the date it will be published in

the *Buyer retires after 30 years*

years for Mackfisher.

During his time on the market he has seen nice changes. Today the landings at Lowestoft are average only 10 boats while at one time they were about 80.

For 20 years Mr. Gault bought fish on his own behalf and for the past 10

SMOKING ON THE INCREASE AT MALLAIG

Macaulay of Rosehearty, Fraserburgh, and is now time pout fishing in Fraserburgh. Newington is known Skipper Macaulay some time and he found own crew from the Fifeburgh district.

A North Shields skipper will take command of *Burton Agnes* when it arrives from Dunstan, Newington is replacing advert in the and local press for skipper and crews.

Mr. Harrison told *Fishing News* that there had been very good response to

adverts from all over the country. He feels that it is good idea to advertise for

skippers and are fishing grounds up to 240 miles east of the Tyne.

Burton Constable is

skipped by Malcolm

boats at the present time.

Mr.

Lawrie and Sons to extend its factory and install a second smoking kiln.

Brothers George and Archie Lawrie had little experience of the fish merchandising and processing trade when they took over the family business from their father, George, after leaving the merchant navy in 1970.

But in 1972 the Highlands and Islands Development Board gave them grant and loan assistance to build a new factory and, a year later, they began smoking fish.

Business soared and smoked fish now accounts for a third of the firm's annual sales turnover. Their kippers are eagerly sought after by the catering trade, tourists who visit their shop in Mallaig and those who have discovered the "kippers by post" service which in itself turns over thousands of pounds in a year.

George Lewrie said the

development, costing £17,000, would enable them to treble production of smoked fish and include other lines such as hot-smoked mackerel, smoked salmon and white fish.

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

£34,174: *Ross Renown*, BUT (Sk. B. McCall), 1,740 kits, I, 23 days.
£32,690: *Northern Sky*, BUT (Sk. E. Favell), 1,871 kits, WS, 23 days.
£31,687: *Northern Gift*, BUT (Sk. D. Pulfrey), 1,706 kits, I, 21 days.
£21,540: *Coldstreamer*, BUT (Sk. W. Sate), 1,546 kits, I, 24 days.
£26,372: *Royal Lince*, BUT (Sk. A. Hankin), 1,358 kits, I, 24 days.
£25,052: *William Wilberforce*, Boston (Sk. A. Denison), 1,351 kits, I, 26 days.
£24,833: *Spurs*, Consolidated (Sk. W. Hardie Jnr.), 1,213 kits, I, 22 days.
£23,534: *Ross Kelly*, BUT (Sk. P. Phillipson), 1,335 kits, I, 22 days.
£22,001: *Blackburn Rovers*, Consolidated (Sk. E. Cotton), 1,234 kits, I, 22 days.
£21,592: *Ross Kandar*, BUT (Sk. B. Stokes), 1,108 kits, I, 21 days.
£21,418: *Belgaum*, Boston (Sk. J. Stevens), 1,117 kits, I, 28 days.
£21,308: *Ross Khartoum*, BUT (Sk. D. Keestley), 1,238 kits, I, 23 days.
£20,868: *Huddersfield Town*, Consolidated (Sk. D. Wilson), 1,151 kits, I, 20 days.
£20,310: *Real Madrid*, Consolidated (Sk. E. Colline), 1,052 kits, I, 20 days.
£18,954: *Port Vale*, Consolidated (Sk. J. Rimmer), 961 kits, I, 25 days.
£27,924: *Ross Juno*, BUT (Sk. J. Roberts), 1,312 kits, WS, 24 days.
£23,763: *Aldershot*, Consolidated (Sk. J. Harris), 1,311 kits, I, 24 days.
£12,003: *Boston Marauder*, Boston (Sk. R. Thornley), 1,20 days.
£19,514: *Crystal Palace*, Consolidated (Sk. G. Mussell), 1,214 kits, I, 23 days.
£19,303: *Northern Reward*, BUT (Sk. W. R. Younger), 1,297 kits, I, 23 days.
£18,006: *Boston Phantom*, Boston (Sk. S. Johnson), 934 kits, I, 24 days.

Seiners

£1,665: *Arcona Bay*, Arcona (Sk. E. Thomsen), 83 kits, NS, 9 days.
(No other seiner landings and none due 22/23 December).

Pair teams

£7,783: *Sonia Jane*, (Sk. Jorgen Bojen), 414 kits, and £7,608: *Anna Michelle*, (Sk. M. Josefson), 401 kits, both Richardson, NS, 12 days.
£6,959: *Shawnee*, (Sk. R. Harries), 343 kits, and £3,056: *Mohave*, (Sk. D. Brown), 160 kits, both Sleight, W, 16 days.

Middle water

£12,989: *Osako*, Taylor (Sk. P. Newby), 740 kits, 17 days.
£9,189: *Ross Febra*, BUT (Sk. R. Reeves), 601 kits, 17 days.
£8,348: *Ross Tiger*, BUT (Sk. D. Avery), 513 kits, 17 days.
£8,497: *Ross Cheetah*, BUT (Sk. T. Ross), 408 kits, 16 days.
£2,130: *Tokio*, Taylor (Sk. S. Stokes), 489 kits, 16 days.
£1,389: *Samarian*, Robinson (Sk. J. Waddington), 686 kits, 15 days.
£9,907: *Ross Genet*, BUT (Sk. W. Salt), 547 kits, 17 days.
£7,570: *Erimo*, Taylor (Sk. G. Smith), 450 kits, 18 days.
£5,468: *Okino*, Taylor (Sk. J. McUrlich), 400 kits, 18 days.
£4,336: *Galilean*, Taylor (Sk. A. Hodson), 296 kits, 18 days.

North Sea

£8,323: *Ross Panther*, W. Hodson (Sk. W. Hodson), 520 kits, 14 days.
£6,619: *Lepanto*, Lindsey (Sk. R. Sindair), 251 kits, 15 days.
£4,595: *Lofoten*, Lindsey (Sk. J. Thurston), 161 kits, 14 days.
£4,257: *Lemberg*, Lindsey (Sk. H. Pexman), 122 kits, 12 days.
£2,963: *Tom Grant*, Lindsey (Sk. A. Wraith), 121 kits, 12 days.

MILFORD HAVEN, Irish Sea

£5,489: *Rosevear*, Kerr (Sk. A. Simpson), 167 kits, 18 days.

Near water

£5,827: *Resound*, Ward, 416 kits, 15 days.
£5,607: *Marie Jacob*, Boston, 120 kits, 12 days.
£3,713: *Rosamonda*, Ward, 208 kits, 13 days.
£3,086: *Charmon*, Hewett, 172 kits, 12 days.
£2,728: *Resilience*, Ward, 118 kits, 12 days.
£2,268: *Karen*, Hewett, 112 kits, 12 days.

For the period ending December 19

HULL

£34,305: *St. Dominic*, Hamling, (Sk. P. Gray), 1877 kits, WS, 24 days.
£31,394: *Ross Sirius*, BUT (Sk. D. Whiting), 1,938 kits, I, 21 days.
£23,016: *St. Gilos*, Hamling (Sk. T. Sawyers), 1,104 kits, I, 23 days.

NORTH SHIELDS

£7,227: *Ben Edra*, Irvin (Sk. R. Palmer), 43,392 kits, NS, 13 days.
£5,229: *Ben Glas*, Irvin (Sk. W. Sheader), 20,865 kits, NS, 4 days.
£2,315: *Scarlet Line*, Associated (Sk. J. Buchan), NS, 4 days.

GRANTON

£4,481: *Arctic Explorer*, Liston, (Sk. A. Wanless), cwt., F, 18 days.

PORT MARKETS

MONDAY, DECEMBER 29

EYEMOUTH

HULL

Prices: cod, £18; cod, £10.20; haddock, £12.00; whiting, £16; lemon sole, £20 per 7st. kit; squid, £3; per crab, £3; per 4st. kit; £6.50 per lb.

BRIXHAM

Prices: cod, £2.20; large plaice, £2.40; ling, £1.20; whiting, £1.10; whitebait, £1.40; lemon sole, £4.40; Dover sole, £15.50; haddock, £2.20; squid, £3; monkfish, £7.50; roker, £1.20; dabs, £2.70; conger, £1.20; stone; scollops, £1.15 per doz.

NEWLYN

Prices: cod, £2.80/£2.25; large plaice, £3.35; Dover sole, £15.40/£15.80; roker, £1; brill, £4.95/£5.85; squid, £2.50; dabs, £3.50; guernards, 40p per stone.

DUBLIN

Prices: cod, £1.98; plaice, £3.90; codling, £1.36; turbot, £4.20; dabs, £1.40; Dover sole, £4.75; megrim, £2.80; plaice, £5.80; haddock, £2.85; pollock, £3.90; herring, £2.20; selected small, £1.30/£1.10; small, £12.30/£13.80; large, £4.70/£5.20; second haddock, £12.50; selected small, £9.30/£11.20; roker, £8.14; per 7st. kits; small, £10.90/£11; white lobster, £1.65; prawns, 50p; £3.80/£10 per 40 kg unit; prawn tails, £1.06 per lb.

NORTH SHIELDS

Prices: cod, £17/£19.50; medium codling, £16/£18 selected small, £13.30/£13.80; small, £12.30/£13.80; large, £4.70/£5.20; pollock, £4.70/£5.20; selected small, £9.30/£11.20.

A 170FT. long purser and stern trawler built in Norway has joined the Faroe Island fleet. She is named *Sigmundur Brastad* and is primarily designed for purse seiners, being able to compete for both bottom and mid-water trawling. The ship is fitted with Kvaerner refrigerated sea water tanks and is powered by an M 2,800 hp at 800 rpm diesel. On trials she achieved a speed of 15.65 knots. Fish finding aids include two Simrad sonars and Loran C unit. Britain's biggest purser-trawler, *Chris Andra*, some 36ft. shorter than this new Faroese craft.

For the period ending December 22 and 23

Home water

£8,726: *Boston Lightning*, Boston (Sk. J. Cossey), 653 kits, 14 days.

£8,615: *Wyre Revenge*, Wyre (Sk. B. Andrews), 525 kits, 13 days.

£8,378: *London Town*, Hewett (Sk. J. Kelly), 414 kits, 13 days.

£4,302: *Royalist*, Hewett (Sk. K. Bevers), 244 kits, 11 days.

For the period ending December 23

Pair teams

£7,783: *Sonia Jane*, (Sk. Jorgen Bojen), 414 kits, and £7,608: *Anna Michelle*, (Sk. M. Josefson), 401 kits, both Richardson, NS, 12 days.

£6,959: *Shawnee*, (Sk. R. Harries), 343 kits, and £3,056: *Mohave*, (Sk. D. Brown), 160 kits, both Sleight, W, 16 days.

£1,665: *Arcona Bay*, Arcona (Sk. E. Thomsen), 83 kits, NS, 9 days.

(No other seiner landings and none due 22/23 December).

£18,954: *Port Vale*, Consolidated (Sk. J. Rimmer), 961 kits, I, 25 days.

£27,924: *Ross Juno*, BUT (Sk. J. Roberts), 1,312 kits, WS, 24 days.

£23,763: *Aldershot*, Consolidated (Sk. J. Harris), 1,311 kits, I, 24 days.

£12,003: *Boston Marauder*, Boston (Sk. R. Thornley), 1,20 days.

£19,514: *Crystal Palace*, Consolidated (Sk. G. Mussell), 1,214 kits, I, 23 days.

£19,303: *Northern Reward*, BUT (Sk. W. R. Younger), 1,297 kits, I, 23 days.

£18,006: *Boston Phantom*, Boston (Sk. S. Johnson), 934 kits, I, 24 days.

£1,665: *Arcona Bay*, Arcona (Sk. E. Thomsen), 83 kits, NS, 9 days.

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VHF radio for cabin to shore Product News

A NEW type of marine VHF radio telephone is now available from Redifon Telecommunications called the Sealand 66.

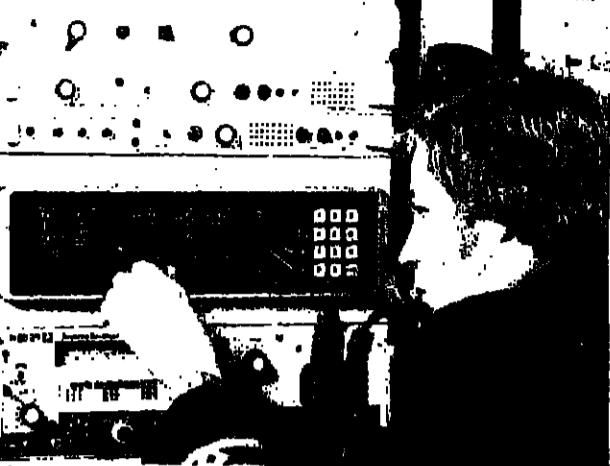
This is a larger and more versatile version of the recently announced Sealand 30, and is intended as a main VHF radio on deepsea ships.

The 66 is supplied with up to five remote control units, each of which can operate via the ship's automatic system, so crew members can make telephone calls to shore from their cabins.

Also supplied as standard is automatic changeover from mains to 24V in the event of a supply failure. Dual watch facilities are available and the Sealand 66 can be supplied to suit any ship's voltage.

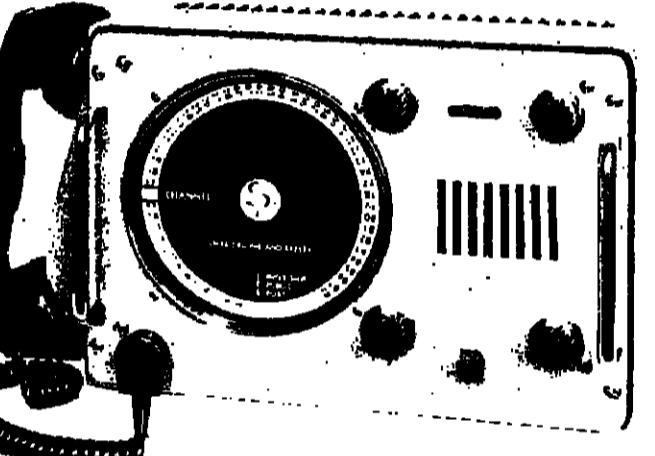
Solid-state and programme synthesised, so that channel crystals are not needed, all international channels and up to ten private channels, are available.

The unit has received type approval from most countries.



Redifon's new VHF radio telephone, the Sealand 66.

'Half-price' R/T from Denmark



The 'Sailor' RT144 will be available in February.

New-style compass

THE magnetic compass with its swinging card has been with us for a long time now.

Fishermen who have to use their compasses when working offshore will be well aware of the limitations of this type, particularly in bad weather when the compass is likely to wander over a wide arc because of the motion of the boat.

The card can be difficult to read, particularly at night, and the course steered assumes an element of guess work.

A new type of compass, still magnetic, has been introduced which eliminates these problems and shows many advantages over the conventional compass. Produced by Brookes and Gatehouse, it senses the earth's magnetic field electronically.

The control unit can be mounted in any convenient position in the wheelhouse, which means it can be kept away from other electronic equipment. The course to steer is displayed on a large dial which has no numbers. All the helmsman has to do is keep the pointer upright.

The course is set on the control unit, which is not affected by movements of the boat. The compass has been tested under offshore racing conditions, where boats undergo very severe punishment, and it has been exceptionally reliable. The sensitivity of the dial can be

altered to suit prevailing sea conditions.

The electronic compass has to be corrected in the same way as an ordinary magnetic compass. Installation is simple and current is supplied from the boat's batteries. A repeater indicator dial can be fitted to boats with dual steering positions.

It is expected that these compasses will have replaced the traditional compasses in use off the east coast of Scotland are to be tested by a private fishing company in Liberia, North West Africa.

The company, whose fisheries manager, Alex Goodlad, is Scottish, intends seine netting for white fish as shrimps, their normal catch, have been practically ousted.

Of their fleet of nine boats, one will be fitted immediately with a winch supplied by the Arbroath engineering firm of Northern Tool & Gear Co. Ltd.

Ian Strachan, a director of Northern Tool & Gear, said: "If they are successful, then orders will come to us for winches for the remaining eight boats".

Course indicator (above) of the new electronic compass. The boat is on course when the pointer is upright. Below: control unit. The required course is set up on the top dial.

DINGLE Fisherman's Co-op

is to have discussions with

Department of Agriculture

and Fisheries officials about

its future development. This

will include plans for more

storage and freezing facility

improvements.

Official and Classified ADVERTISEMENTS

Continued from page 15

MISCELLANEOUS

THE ISLE OF MAN BOARD OF AGRICULTURE AND FISHERIES

THE HERRING INDUSTRY SCHEME 1976

The Board is prepared to consider applications for the issue of Salesmen's Licences for the 1976 Manx Herring Season, from persons with experience in the fish trade.

Applicants will be required to give such financial guarantees as the Board considers necessary and must undertake to collect and pay over to the Board all herring levies due from fishermen and buyers, and also to supply such statistical data of sales and landings as the Board may require.

Applications should be sent in a sealed envelope, marked "Fish Salesmen" in the top left hand corner and must be submitted to the Secretary of the Board, Government Offices, Buck's Road, Douglas, Isle of Man, not later than Monday, 26th January, 1976.

17th December, 1975

J. L. H. Corlett
Secretary

FOR HIRE

LIFEBOATS C class Inflatable

Lifeboats for hire, Lifesaving Co. 14

Chapel Road, Tiptree, Essex CO6

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CONSIGNMENTS SOLICITED

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061-773 1520

Bankers:

William Glyn, Smithfield Nat

Branch, 79 High Street,

Manchester

DELIVERIES

EYLES MARINE SERVICE for

deliveries of all vessels up to 500 tons.

Telephone 0243 58 469.

FINANCE

NEWBURN SERVICES

have

marine mortgages, finance facilities,

Telephone Peterhead 6602 day, 4342

night.

SEA SURVEYS, 25 North Road

Bristol BS6 6AD. Prompt professional

surveys, valuations and advice on new

safety and stability rules. All types,

anywhere. Bristol 43322. (24 hours).

BILLINGSGATE

Continued from Page 13

BILLINGSGATE

ON TUESDAY 166 tons were

delivered. Average selling prices

on merchants' stalls: Soles,

tongues, 30p/40p; alips, 50p/60p;

small, £1.20/£1.45; large,

£1.20/£2.00; sea, 40p/80p; foreign

smoked salmon, £1.84 per lb.

large turbot, £1.20/£1.13.30;

medium, £1.70/£1.90; small,

£4.10/£6.80; large brill,

£4.20/£4.90; medium,

£5.50/£3.92; small, £2.80/£2.80;

Danish plaice, £4.50/£5;

large and medium halibut,

£1.50/£1.90; small,

£2.80/£2.80; selected lemon soles,

£6/£7.20; haddock home water

cod, £4.60/£4.70; fillets, shelf cod,

£2.50/£2.80; haddock,

£6.70/£7.10; home water haddock

etc., £1.80/£2.10; kit,

£2.30/£2.70; giblets, £2.80/£4.30;

lungs, £3.40/£4.60; selected

whiting, £1.90/£2.20; small,

£1.40/£1.70; small English

dogfish, £3/£3.80; large, £4/£6.50;

mackerel, £1.80/£2.20; 22; Lon-

don fillets, £2.80/£3.20; golden cutlets, £6.50;

filleted and selected kippers,

£3.80 per stone.

Shelf fish

SELECTED lobsters, £2.50;

unsorted, £2; crabs, over 3lb.,

12p/35p; small, 12p/18p;

small, unsorted, 8p/10p;

prawns, £7.50/17.70 per

100; scallops, £1.50 per dozen;

Scotch winkles, £8.50/£9.50;

Irish, £8.50 per cut; whelks,

£3.50/£4.50; large, £4/£6.50;

small, £1.80/£2.20; 22; Lon-

don fillets, £2.80/£3.20; golden

cutlets, £6.50/£8.50; mussels,

£3.80/£4.50; scallops, £1.50/£2.50;

shrimps, £1.50/£2.50; 22; Lon-

don fillets, £2.80/£3.20; 22; Lon-